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## Offering Comfort Simple Gestures Of Solace

When offering comfort to somebody, their only real need is to have you be in the present moment with them.


Sometimes it is difficult to see someone we love struggling, in pain, or hurting. When this happens, we might feel like we need to be proactive and do something to ease their troubles. While others may want our help, it is important to keep in mind that we need to be sensitive to what they truly want in the moment, since it can be all too easy to get carried away and say or do more than is really needed.

When we are able to go back to these times it becomes easier for us to keep in mind that giving advice or saying more than is really necessary is not always reassuring. What is truly comforting for another is not having someone try to fix them or their problems, but to just be there for them.

Should we begin to feel the urge arise to offer advice or repair a situation, we can take a few deep breaths, let the impulse pass, and bring our attention back to the present. Even though we may want to do more, we do not have to do anything other than this to be a good friend.

The more we are attuned to what our loved ones are feeling, the more capable we are of truly giving what is best for them in their hour of need. Keeping things simple helps us give the part of ourselves that is capable of the greatest amount of compassion—open ears and an understanding heart.

Perhaps we can think back to a time when we were upset and needed a kind word, hug, or listening ear from someone else. As we remember these times, we might think of the gestures of kindness that were the most healing. It may have been gentle words such as "I care about you," or the soothing presence of someone holding us and not expecting anything



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## Living Dockside

by Ginny Jones

Things you take for granted, unless you live on a boat!

My big refrigerator works again! To most of you land lubbers that is less-than-exciting news. I, for the last 5 years, have lived with one of those small apartment-size refrigerators. It is built into an old ice box and it works great; it even has a tiny freezer in it, in which I can make a small tray of ice cubes. This is not your average apartment fridge, it's a marine fridge and it's AC/DC (no, nothing to do with the rock-and-roll group).

A marine fridge costs 4 times what you would pay for an ordinary refrigerator. With its 48 cubic feet of roominess, I can now buy a whole dozen eggs, or a gallon of milk, or two bottles of wine and a case of beer. The down side to getting the big fridge running again: it's only DC powered. That means I have to make sure I keep my battery banks in good shape.

So recently I had to replace my aging two-battery house bank with three brand new ones at the painful tune of, well... a lot. Nothing on a boat comes easy or cheap.

Now let's take a look at the marine head (toilet). Boat people do not have the magic handle, we have a pump handle. First we have to put water in the bowl, then we get to pump the darn thing to make sure we send uh, the stuff, off to

the holding tank, (for a refresher about the holding tank, refer to May's article).

Getting into the sailboat, first you must take your shoes off; this is just being courteous to the boat and her captain.

Then you must maneuver around or over the toe breaking stanchions, stays and other various deck obstacles just waiting to grab an unsuspecting digit. Yes, I have broken, sprained and bloodied my share of toes, until I learned to just slow down and be aware of what is around me on deck.

Head room on a boat is a luxury we don't often see unless it's a large boat. I have just over 6 feet of head room in the salon area, but to get to the aft cabin, the walk through is about 5 feet. At 5'10", I have developed quite a stoop. There's a permanent bump on my forehead from not remembering to duck!

This all sounds like I'm complaining. I could put my "She Breeze" on the market and go buy a nice little condo up near my children, but what's the fun in that? I'll do that when I'm too old to avoid the deck hazards, or forget how to change the oil in my diesel engine. For now I look forward to 15-20 knot winds out there so I can go raise a sail and remind myself why I've chosen this path less traveled.